

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: HA-2210: Susquehanna Power Company Railroad Inventory Number: HA-2210
Address: Stafford Road east of Stafford Road along the west bank of the
Susquehanna River Historic district: ☐ yes ☒ no
City: Rock Run vic. Zip Code: 21078 County: Harford
USGS Quadrangle(s): Aberdeen, Conowingo Dam
Property Owner: _____ Tax Account ID Number: _____
Tax Map Parcel Number(s): 31 Tax Map Number: 12
Project: Conowingo Hydroelectric Relicensing Project (FERC No. 405) Agency: Federal Energy Regulatory Commission
Agency Prepared By: TRC ENVIRONMENTAL, INC.
Preparer's Name: Ellen Jenkins Date Prepared: 10/10/2011
Documentation is presented in: HISTORIC STRUCTURES REPORT FOR THE CONOWINGO HYDROELECTRIC
RELICENSING APPLICATION PROJECT

Preparer's Eligibility Recommendation: _____ Eligibility recommended ☒ Eligibility not recommended

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: Lower Deer Creek Valley Historic District

Inventory Number: HA-1591 Eligible: ☐ yes Listed: ☒ yes

Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Hydroelectric power production facilities were developed beginning in the early 1900s to take advantage of the Susquehanna River's force. In 1904, the York Haven Hydroelectric Station, located at Conewago Falls, was opened (Sheets 1991:210). In 1916, there were nine hydroelectric plants in Lancaster County (Roddy 1916). The Holtwood Power Plant, which began operation in 1910, was the largest producer of electricity at the time and is still a major producer of electricity for south-central Pennsylvania (Snyder and Boyle 1984). As in Pennsylvania, power plants were constructed on and along the river. The Conowingo Dam was built linking Cecil and Harford counties near Darlington between 1926 and 1928 to provide hydroelectric power (Lower Susquehanna Heritage Greenway 2006; MHT Historic Bridge Inventory Form: HA-1971).

Construction of the dam was an enormous undertaking. The lake formed by the damming of the river required rerouting of 16 miles of Pennsylvania Railroad track, demolition and relocation of the village of Conowingo, and rerouting of Baltimore Pike over the dam. On the east side, the Columbia and Port Deposit Branch of the Pennsylvania Railroad ran through the site, and only a side track needed to be constructed. However, on the west side, an 8.9-mile railroad line connecting with the main line of the Pennsylvania Railroad at Havre de Grace and utilizing the old Tidewater canal towpath was built to transport materials for building

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Eligibility recommended _____ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Jonathan Sager
Reviewer, Office of Preservation Services

[Signature]
Reviewer, National Register Program

11/30/12
Date

11/29/12
Date

201204714

the dam (Stone & Webster 1928: 44, 48).

Constructed in 1926, a single-track railroad, 10 miles long, was built from the Conowingo power station site to a junction with the main line of the former Baltimore & Ohio (B&O) Railroad (now CSX) in Havre de Grace. The abandoned line runs adjacent and parallel to the west bank of the Susquehanna River mainly on the tow-path of the abandoned Susquehanna and Tidewater Canal. Built to allow the Susquehanna Power Company to transport heavy equipment and materials to the dam from its connection with the B&O, this line handled about 13,000 cars and carried nearly 500,000 passengers (Stone & Webster, Inc. 1928:12). After completion of the dam in 1928, a train ran up and down the tracks once a month for inspection. In 1972, Hurricane Agnes wiped out part of the line and it was never rebuilt. Upon abandonment, the rail line became overgrown until a segment was converted to a walking trail by the Lower Susquehanna Heritage Greenway Association (Lower Susquehanna Heritage Greenway 2006).

NRHP Evaluation: The rail line lies within the NRHP-listed Lower Deer Creek Valley Historic District. According to the Lower Deer Creek Valley NRHP nomination, however, the "[d]istrict boundaries were drawn specifically to exclude the Conowingo Dam and nearby Conowingo Village; these important mid 20th-century industrial sites, which may be eligible for Register listing on their own, are in concept, ownership, and use associated with Philadelphia, not with the Deer Creek Valley" (MHT NRHP Detail Report, Lower Deer Creek Valley Historic District, HA-1551: Section 7, Page 6). Although relating to the general history of the construction of the Conowingo Dam, the former Susquehanna Power Company Railroad lacks the integrity necessary to convey its historic significance. In addition to the partial track and tie removal, conversion to a recreational trail has involved regrading and paving parts of the roadbed, and replacing numerous original culverts with modern corrugated metal pipes. Thus the Susquehanna Power Company railroad and bridge are not contributing resources to the NRHP-eligible Conowingo Dam (HA-1971).

References:

Lower Susquehanna Heritage Greenway.

- 2006 History of the Lower Susquehanna Region. Electronic Document. URL:
<http://www.hitourtrails.com/history.html>, accessed November 11, 2010.

Maryland Historical Trust (MHT)

- 1997 Historic Bridge Inventory Form, U.S. 1 over Susquehanna River/ Conowingo Dam, Bridge 12001, HA-1971.

- 1993 NRHP Detail Report, Lower Deer Creek Valley Historic District, HA-1551.

- 2009 Standards and Guidelines for Architectural and Historical Investigations in Maryland. Crownsville, MD.

National Park Service (NPS)

- 1978 National Register Bulletin 24, Guidelines for Local Surveys: A Basis for Preservation Planning. Washington, D.C. Revised 1985.

- 1990 How to Apply the National Register Criteria for Evaluation. National Register Bulletin 15, Washington, D.C. Revised 2002.

Roddy, H. J.

- 1916 Physical and Industrial Geography of Lancaster County, Pennsylvania. Electronic document,

MARYLAND HISTORICAL TRUST REVIEW

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Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Reviewer, Office of Preservation Services

Date

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Date

NR-ELIGIBILITY REVIEW FORM

HA-2210

HA-2210: Susquehanna Power Company Railroad

Page 3

www.heritagequestonline.com, accessed May 24, 2010.

Sheets, G.R.

1991 To the Setting of the Sun: The Story of York. Windsor Publications.

Snyder, J. J., Jr., and E. F. Boyle

1984 PHMC Historic Resources Survey Form, Holtwood Power Plant, July 1984.

Stone & Webster, Inc

1928 Conowingo Hydro-Electric Project. Self Published.

MARYLAND HISTORICAL TRUST REVIEW

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Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G

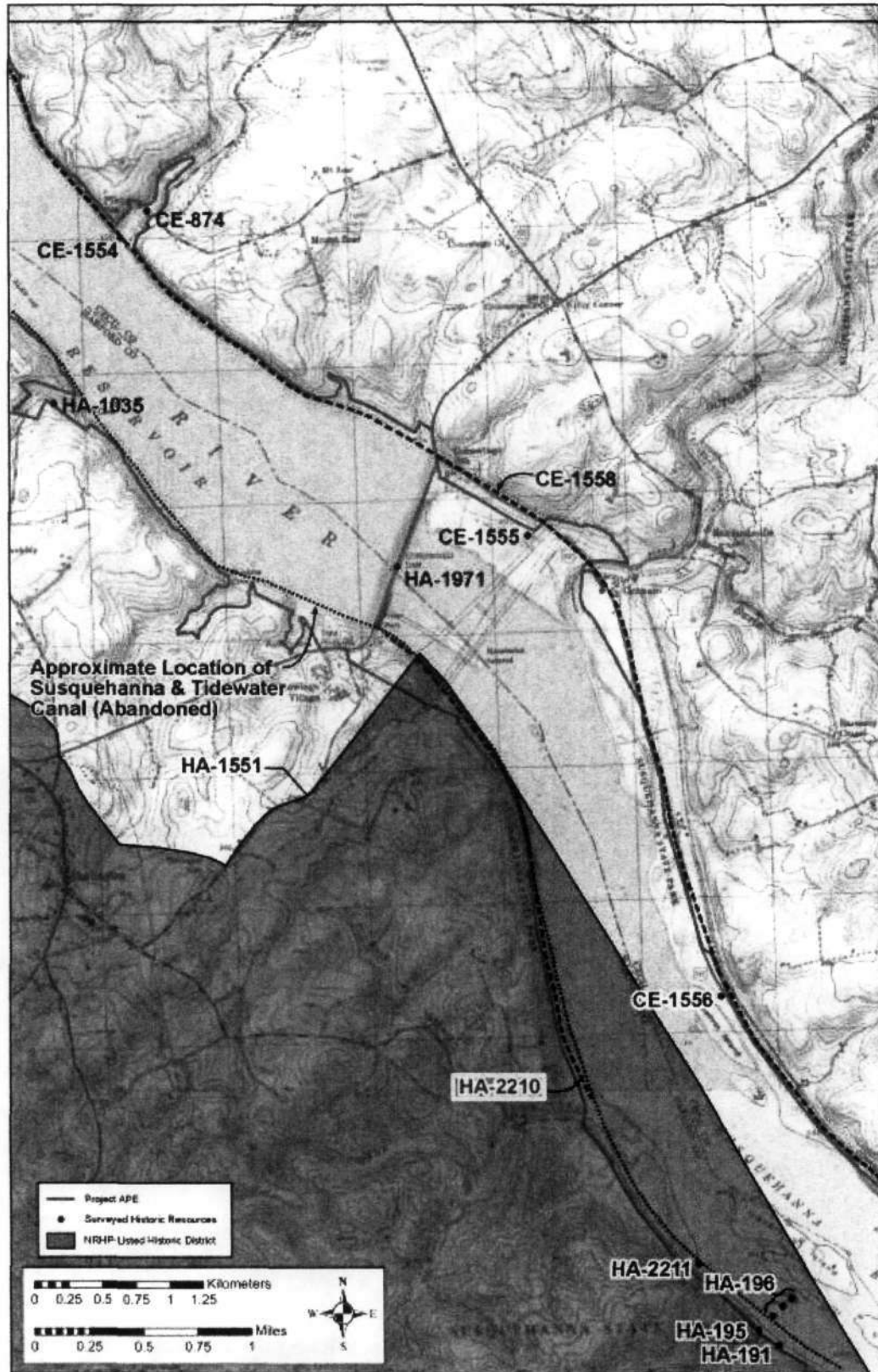
MHT Comments:

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Date

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Date



HA-2210 Susquehanna Power Company Railroad
 Conowingo Dam, 1995 USGS Topographic Quadrangle

MIHP Number: HA-2210

Resource Name: Susquehanna Power Company Railroad

File Name	Description of View
HA-2210_2010-09-15_01.tif	Rails, Looking North
HA-2210_2010-09-15_02.tif	Rails, Looking South
HA-2210_2010-09-15_03.tif	Old Railroad Bed, Looking Southeast

Photos Printed with HP 100 gray photo cartridge on HP Premium Photo Paper (soft gloss)



HA-2210

Susquehanna Power Company Railroad

Hartford, MD

E. Jenkins

9-15-2010

MD SHPO

Rails, Looking North

1 of 3



HA-2210

Susquehanna Power Company Railroad

Hartford, MD

E. Jenkins

9-15-2010

MD SHPO

Rails, Looking South

2 of 3



FOR SALE
BY OWNER
800-7-1-1-1-1

HA - 2210

Susquehanna Power Company Railroad

Hartford, MD

E. Jenkins

9-15-2010

MD SHPO

Old Railroad Bed, Looking Southeast

#3 of 3